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THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. V., No. 2. March, 1962

CONDEMNATION AWARDS STILL MOUNT

The latest records show, that 40 parcels in condemnation, whose value had been set by highway appraisers at $285,013.48, was awarded $515,-399.67 by the court appraisers for Interstate Projects, while Primary project right of way that our men appraised at $57,126.32, was awarded $85,-636.08 by court appraisers. On one Secondary Project condemnation, the court appraisers valued the land at slightly less than the highway appraisers. Our men placed a valuation of $4,211 for the one parcel, while the court appraisers gave it a a value of $4,185.

Results from jury trial have been more favorable to the department. Six cases that were appealed to a jury trial, had a valuation of $231,905 set by a three-man court appraisal committee, but the jury set the value of the land at $190,178.

We have stated before, and we state again, that the Montana Highway Department wishes to see each and every landowner fully compensated for the right of way taken and the damage caused, and does its utmost to hire and train qualified men to do the appraising. We further feel that every landowner is entitled to the due process of law, if we cannot come to terms with him. Condemnation is expensive and time consuming too, and costs of attorneys, witnesses, and court appointed appraisers comes to about $1,200 for each Court Commission hearing and if the case goes to a jury, trial cost is doubled.

NUTTER MEMORIAL

The Employees Coffee Fund contributed $100 to the Yellowstone Boys Ranch in memory of former Governor Donald G. Nutter. In addition to the Coffee Fund there was a sizeable amount contributed personally by the employees.

MONTANA HIGHWAY DEPARTMENT TO JOIN IN NATIONAL HIGHWAY WEEK

May 20 to 26 has been designated nationally as Highway Week, and it is planned to take appropriate note of the week in Montana.

Al Erickson, Assistant Manager of the Montana Auto Association, and George Sime, Information Coordinator of the Highway Department (and editor of Centerline) have been appointed as co-chairmen for the week, and plans are being made by a committee representing highway users, contractors, suppliers, truckers and other allied industries.

It is planned now to have a banquet in Helena on the evening of May 22, and to have open house at each Division office for the public. Several more meetings of the committee will undoubtedly produce some final plans for the week.

BOWLING TOURNAMENT IS BIG DEAL

Plans are now complete for the first annual Montana Highway Department Men's Bowling Tournament to be held in Helena on the week ends of April 7 and 8, and 14 and 15. Interest is pretty well state-wide for this event, and bowlers from Culbertson to Darby and from Alzada to Libby are expected to compete for the trophies and cash prizes to be awarded.

All team events will be at the Capital City Bowl, with the shifts on April 7 and 14 to be at 4:14, 6:30, and 8:45 p. m. On April 8 and 15, the shifts will be at 12:00 noon, and 2:15 p. m.

Doubles and Singles will be rolled at the Imperial Lanes, with shifts on the 7th and 14th to be at 2:00, 4:15, 6:30 and 8:45. Shifts on the 8th and 15th will be at 12:00 noon, 2:15, 4:30, and 6:45 p. m. Entry fees will be: $30 for teams;

(Continued on page 2)

AWARD SHEET Project No.	Amount of Bid	Bidder	Letting February 21, 1962 Address
I-IG90-2(12)118 Unit 1 Piltzville East to Clinton West (Structure) Missoula County	$ 223,014.57	Watters Construction Co.	Helena, Mont.
S 221 (2) Thompson Falls-West Road Sanders County	$ 224,289.40	Bud King Constr. Co.	Missoula, Mont.
S 301 (8) Unit 1 Havre-Simpson-Canadian Line Road Hill County	$ 216,399.85	O'Neil Constr. Co.	Havre, Mont.
S 399 (1) Melstone-Mosby Road Musselshell County	$ 177,086.22	Frank E. Olson	Williston, N. Dak.

SERVICE AWARDS FOR JANUARY

Fifteen men received five-year service awards in January, while 13 were awarded 10-year recognition pins. Marshall Beatty, Clyde Coulter, and Ted Mann, all of Missoula; Orville Mathiason and Dave McCloy of Glendive; Alfred Moulton of Billings, and William Steel of Butte received recognition for 15 years of service, while John Colgan and Bill Murphy of Glendive, Edwin Sansom of Missoula, Gilbert Jackson of Butte, Ray Wiley of Great Falls, and Albert Thomas of Billings were honored for 20 years of service. Gerald Ross of Helena received his 25-year lapel pin; and for 30 years of service to the State of Montana, Jake Nadwornick of Glendive, Miles Throop of Billings, and Fred Wells of Kalispell, all received pins. Glenn Learn of Lewistown was presented with his 35-year pin. Congratulations, fellows!

INTERSTATE SCOREBOARD

A report from the U. S. Department of Commerce shows that Montana has completed 129.7 miles of Interstate, and ranks about 21st in the nation in the number of completed mileage. Of our neighboring states, the report shows that Wyoming has completed 140 miles; North Dakota, 163 miles; South Dakota, 111 miles; Nebraska 57 miles; Colorado, 167 miles, Idaho, 90 miles; Utah, 57 miles; Nevada, 78 miles, and Washington, 70 miles

The same report states that Montana also has 100 miles of Interstate under construction and 347 miles in the engineering or right of way stage, for a total of 447 miles underway.

WARNING LIGHTS TO BE MOVED

It seems that when the dump box on a sanding truck is raised, the warning light is obscured from behind, so in order to have them show plainly, the lights are going to be mounted on the dump box from now on. This should more clearly warn the motorist approaching our trucks from behind, and prove to be much safer.

BOWLING TOURNAMENT

(Continued from page 1)

$4.00 for doubles; $4.00 for singles, and $1.00 for all events.

It looks like we should be able to pay out about $900.00 in prize money for teams, from $250.00 for first, on down to $30.00 for 14th. In addition, the Highway Commission has agreed to provide a suitable traveling trophy to go to the division office of the winning team. There will also be individual trophies for winning team members.

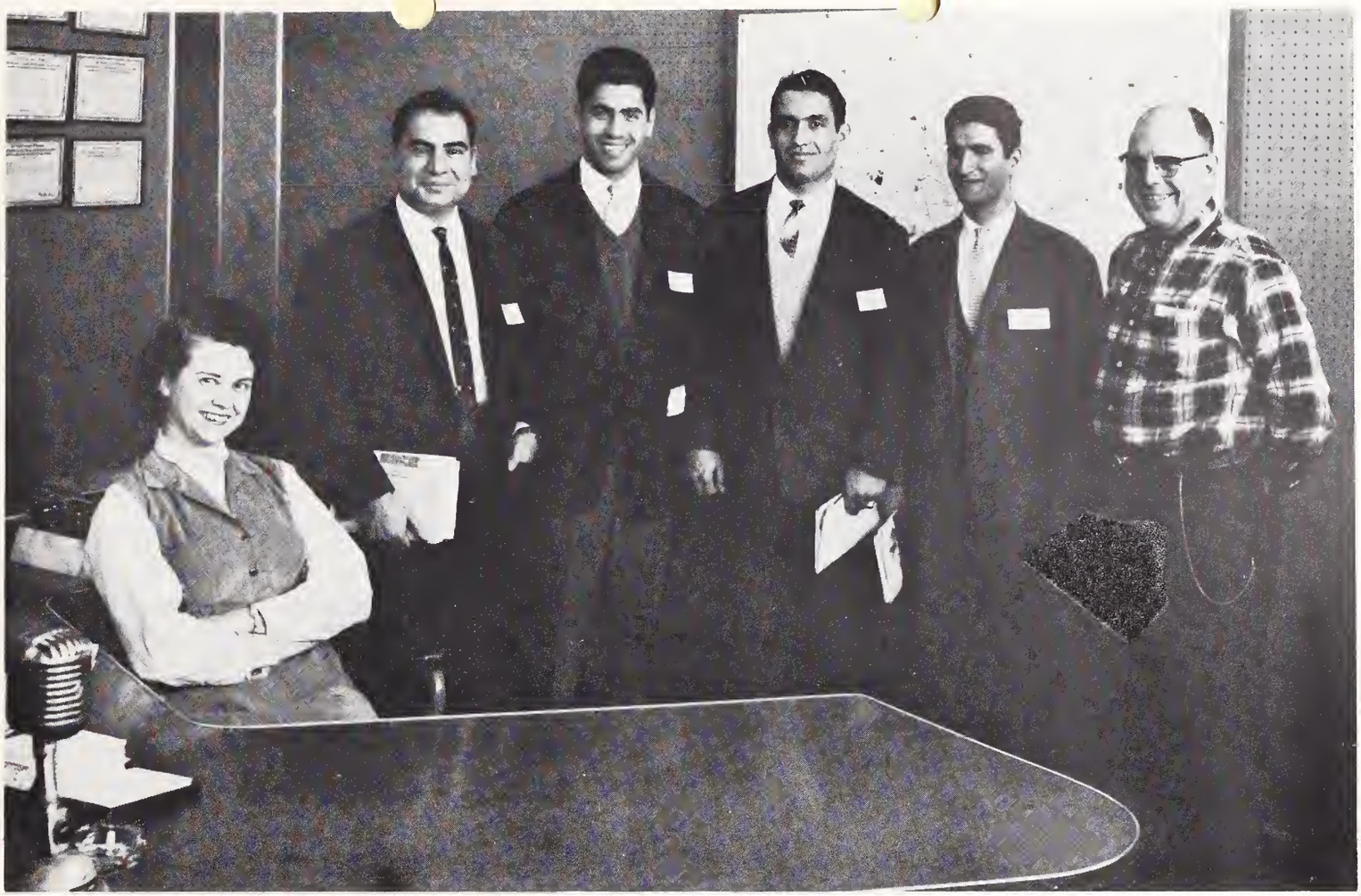
Prizes for Doubles will amount to about $600, with $120 for winning team, plus trophies, on down to $8.00 for 21st. For singles, another $600 in prizes should be available, with 1st place paying $100 and trophy, on down to 38th place, paying $4.00. For those that enter all events, an additional $150 in prize money will be available, with $40.00 to the winner, on down to $5.00 for 15th place. These prizes are based on 50 team entries, but we hope to have more. In addition, those that have A.B.C. cards will be eligible for prizes awarded for the 300 game, 7-10 split pickup, all spare, etc. For those that do not have A. B. C. cards, they can be obtained by writing Harold Treadway, the tournament secretary. It is not necessary however, to have a card to enter this tournament. Entries close on March 30, so if you haven't gotten your entry in, better do it soon.

We'll see you in Helena at the Montana Highway Department Bowling Tournament!

NAVAL AVIATOR

The Information Section regrets the loss of Roy Lindgren, but we are mighty proud to announce that by the time this issue is printed, he will already have begun his training as a Naval Aviation Cadet at Pensacola. Roy graduated from Montana State College last spring, and since that time has been with the Highway Department, supervising the fair exhibits, and preparing special exhibits and retouched photos. Our loss is the Navy's gain, and we wish him the best of everything.

Recent retirements in the Helena office were Jim Alexander from the Bridge Department, and Nell O'Connell from Office Engineers. Bob Downs, who has been in the Personnel Office for a number of years, left that position and the Department on Feb. 15.



IRANIANS VISIT DEPARTMENT

Four members of the Imperial Iranian Gendarmerie (highway patrolmen to us Americans) visited the Highway Department recently. Their purpose in visiting the U. S. was to study highway patrol methods which they hoped would help them in their jobs in Iran. They spent about 10 days in Montana, one day of which was spent touring the Highway Department facilities, including the labs, shop, hangar, and all phases of highway construction and design. These young men were very apt pupils, and displayed an intense interest in all facets of highways.

During their tour, they paused long enough to be photographed in the Communications office with Ethel Moore (our Miss Monitor of the highway system airwaves), and communications engineer Art Zion. Shown with Ethel and Art are: 1st Lt. Hossein Salahi, 2nd Lts. Parviz Niktash, Aziz Mivachi, and Rahim Alikhani.

As a conclusion of their tour of the Highway Department, the Iranian policemen were granted an audience with Gov. Tim Babcock, who welcomed them to Montana, and hoped their visit would prove to be educational, and pleasant.

ROADBLOCKS TO CHANGES

Training-in-Service Department

Along with the accelerated development of technical data, changes in management methods and procedures in any organization become desirable at greater frequency. This is necessary if we are to remain efficient in an ever changing world.

Unfortunately, people by their very nature, resist change. They always have and they always will, but most people are logical enough to accept changes when logical explanations have been made, setting forth the advantages.

A common fault of supervision is to remain decidedly unreceptive to the idea of change, even in the face of logical explanations. This area of management creates one of the greatest obstacles to a smooth running organization.

One of the most common forms of roadblock to change is found in supervisors who inevitably

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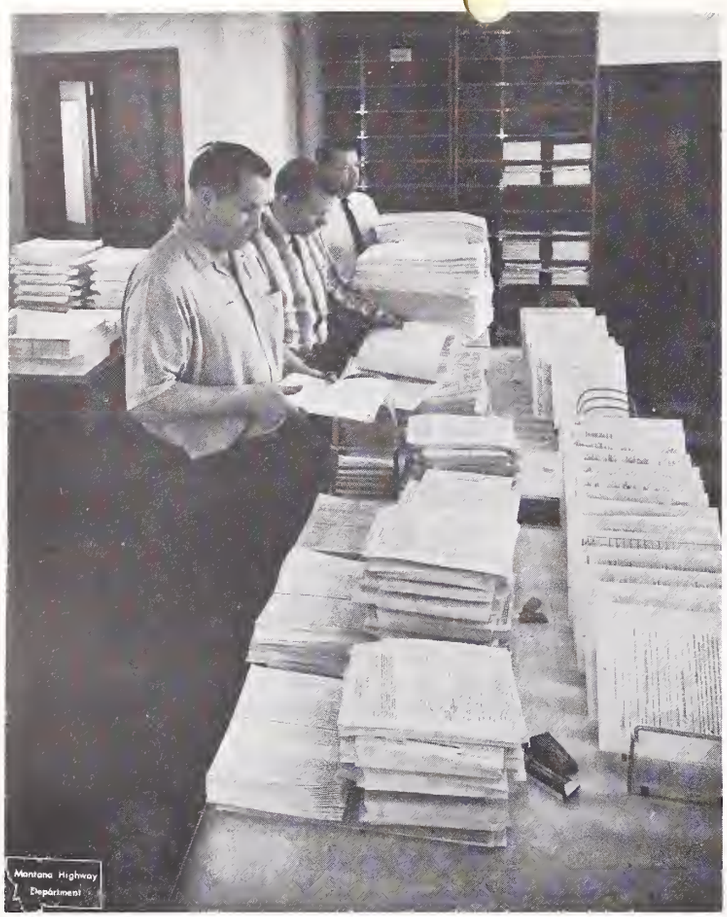

L. to R.: Bob Kelley, Bud Williams, and John "Anaconda" McCarthy

MORE PAPERS

This is the amount of paper required to prepare for distributing the bids on 18 projects. The photo was taken in the office of engineers at the time invitations to bid were being mailed. This does not include the preliminary distribution to the BPR, the District, the division engineers, etc.

Mel Rygg, assistant office engineer, estimates it takes up to 40 pages per Interstate contract, and 25 to 30 pages for a Primary or Secondary contract. In addition, 50-60 sheets are required for Interstate plans, and 20-25 sheets for Primary or Secondary plans. An average of 250 copies of each are assembled.

On the 18 projects illustrated in the picture, it was estimated that over 1,400 man hours were required in the office engineers' department alone, to prepare and distribute these thousands of sheets of paper.

We bet the office engineers think Highways are built with paper.

FOUR TARGETS FOR YOUR EYES

Too many eyes on our nation's highways keep staring, motionless, down the narrow path of the road ahead. Such fixed-stare driving can trap a man into seeing what isn't there, or worse yet into not seeing what is there.

First of all, the steady stare ahead can be completely blind to danger from the sides or rear. Secondly, the steady stare can gradually lapse into an unseeing gaze; can lull a driver into a strange trance where the mind is as tightly shut as the eyes are open, a dangerous kind of blindness.

Keeping your eyes constant patrol helps keep your mind on your immediate problem of the road and you. Keep your vision shifting among four vital targets—the road ahead, the areas to the right and left, and the rear-view mirror. That's the only way to keep up-to-date on the immediate world you're driving in, and brother, it pays to know that world well! Furthermore, keeping your eyes on the move is much more restful for them.

Keep watching the front, side and rear, and you'll never get smacked by "the little man" who, you'd swear, wasn't there.

IN-SERVICE-TRAINING

(Continued from Page 3)

take a negative view of any change that is proposed. When a change is suggested, they are ready to express resentment and apprehension, pointing out all the reasons it won't work and all the shortcomings of the plan. If the idea is adopted in spite of the protest, they can easily destroy its prospective advantages by their attitude in transmitting it to their subordinates.

Perhaps the opposite of this kind of roadblock is an attitude that seems on the surface, quite cooperative, but can destroy the organization's chances of successfully initiating a change by subtle means.

Another type of roadblock which is essentially hidden, is exemplified in the supervisor who sees his role as merely implementing whatever changes are presented to him by top management or a staff group. This indifferent attitude can be as fatal to the change as outright defiance, since his attitude is easily transmitted to his subordinates and the plan is doomed before it gets off the ground.

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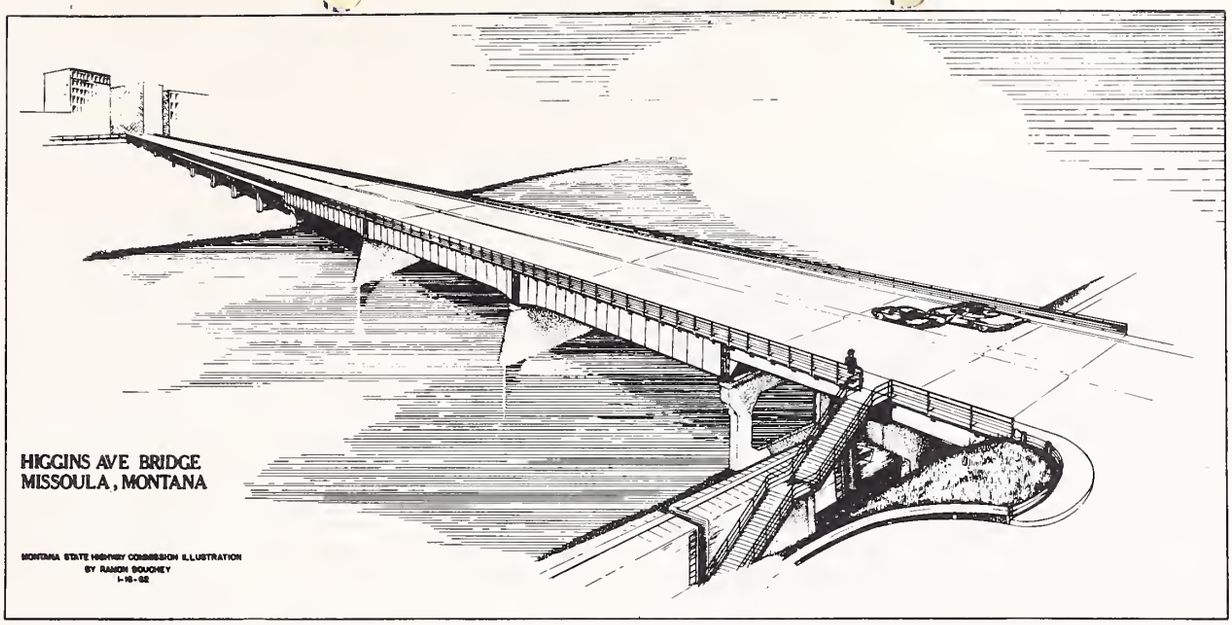

We have had so many requests for artists drawings for the Higgins Avenue Bridge, now under construction in Missoula, that we prevailed upon Ramon Bouchey, of Road Plans to draw us this artists conception of the new bridge.

TRAINING-IN-SERVICE

(Continued from Page 4)

Another kind of roadblock to change is the supervisor who does not necessarily resist making a change, but bends it to his own purposes and ideas. Since he is more familiar with his group and his personnel, he feels justified in making changes in his own way, without regard for overall plans of top management. It would be far better to discuss these ideas with top management, then if they prove desirable, they can be incorporated into the plan and coordinated with other aspects of the operation.

There are habits of thought and action on the part of proponents of change that may also roadblock its effective introduction. They may be so determined to have their ideas accepted that they become unduly sensitive to criticism and therefore overlook helpful suggestions.

SOME INTERESTING STATISTICS

Roads and streets in the United States, under the jurisdiction of all levels of government totaled over 3.5 million miles in 1960, according to the Bureau of Public Roads.

The same report shows that rural roads comprise slightly over 3.1 million miles, or 88% of the total 430,000 miles, or the other 12% of the total are municipal roads or streets.

One million miles are yet unsurfaced, accounting for 28% of the total, and of the surfaced roads, 1.3 million, or 37% are soil-surfaced, or have gravel, crushed stone, or slag. Over 1.2 million miles, accounting for 35% of the total, have surfaces ranging from bituminous surface treatment to bituminous and concrete surfaces.

By systems, 13%, or 444,000 miles are on the Primary system, with an additional 265,000 miles on some sort of state system. 2.7 million miles or 77% of the roads in this country are under local control, and 112,000 miles are in National Parks, National Forests, Indian Land, and federal reservations accounting for 3%.

Montana's total according to the report is 75,065 miles, with 5,751 miles shown on the Primary System, 5,167 on the Secondary System, and 23 miles of other roads on a state system, for a total of 10,941 miles under control of the Montana Highway Department. The report shows 54,707 miles under local control. Under Federal control are: 6,221 miles in National Forests, 1,338 in Indian Reservations, and 161 miles of other national roads. Municipal mileage under state control are 162 miles as extension of the Primary System, and 65 miles as an extension of the Secondary System, for a total of 227 miles. There are 1,470 miles of local city streets in Montana, with all this mileage adding up to 75,065.

If you assume that Texas leads the nation in number of miles of highway, you are right, as they have 230,783 miles, followed by California with 147,370, Kansas with 133,132, Minnesota with 124,212, and Illinois with 123,350.

DIVISION NEWS

Missoula

Shades of the Old West! ! !

These two maintenance boys maintain a keen interest in what is fast becoming a passing sport, but they have three things going for them—the locale, three hounds and a good pair of lungs.

Pictured is Bud Long and Bob Mendenhall, section helpers of Floyd Seeger at Lost Trail Pass, south on U. S. 93 near the Idaho line. So far this winter they have accounted for two big "cats" and several Bobcats.

Rumor has it that Floyd is "understudying" the hounds for when they get too old to run.

Butte

Condolences of the Butte Division go to the Anthony Murray family in the loss of Mrs. Murray's mother and Mr. Murray's father.

To Mr. and Mrs. Raymond Dugdale in the death of their uncle, Arthur Dugdale.

Bozeman

With her usual efficiency and energy, Bozeman's Division Clerk-Typist, Barbara J. McGuire, put in a strenuous day at the office February 16, 1962; assisted at her sister's wedding and reception that evening; then gave birth to a 7 lb. 6 oz. auburn-haired baby girl the morning of February 17, 1962. Both Barbara and her new daughter are doing well.

Great Falls

Effective January 15, 1962, Harry Strong was promoted to Project Engineer. Mr. Strong is assigned to Project F 238 (8) U-1 Wolf Creek-Augusta. "Strong Harry" was also the recipient of a 10-year State of Montana Service pin.

Raymond L. Wiley, Resident Maintenance Engineer of Division 302, was presented with his 20-year State of Montana Service pin.

The injury and illness streak continues to plague the Project Engineers in Division 310. Dale D. Moore, Project Engineer, assigned to several projects in the Great Falls Vicinity, is recuperating at his home following successful surgery.

Charles D. Regan has been employed as an Engineer-in-Training and assigned to Division 310 for the Field Construction portion of his training. At present Mr. Regan is assisting Dale D. Moore's crew on their various projects around Great Falls. Welcome to the ranks "Chuck".

The new voice emanating from KOA-553 is that of Cecelia Tinelli. Mrs. Tinelli will take over radio-clerical duties from Mrs. Marcia Fransen. Mrs. Fransen has found the duties of motherhood, pressing.

Billings

The right-of-way section of the Billings District has been increased to a staff of twelve with the addition of Assistant R/W Agents Charles King and Dale Harcharik. Dale transferred from the engineering section to take over the duties of Lee Kenney. With the increase in staff, additional space has been provided by moving the District Design section into the two small rooms previously occupied by the R/W negotiators and the negotiators to the west half of the Drafting Room. Both design and R/W personnel agree the change is a considerable improvement. Charles Grimes, Design Supervisor, mentioned the first day, "It's almost too quiet in the new location."

Three of our crack Division bowling teams are looking forward to some easy money in the Helena tourney. They are manned by Ganske, Bakich, Mason, Campbell, Mankin, Herman, Dunbar, Craig, Sturdevant, Carlson, Kittleson, Zahn, Weiss, Nelson, Jovanovich, and Reichenberg. Watch out, Helena!

Our well-known and likeable scale builder, K. O. McCracken, escorted his wife Ruth via jet to the sunny land of the pineapples to visit their son (and likely some of the girls he hasn't seen

since his old navy days.) Kenny says the jet required only 4 hours and 15 minutes actual flying time each way—scarcely time for him to get seated in the bar!

Miles Throop, our Maintenance Foreman, got all hepped up over K. O's excursion and has spent the last few weeks roamin' around our warm southwestern country.

Dave Holmberg liked the idea of a vacation real well, but elected to take his at home—with a broken leg. He tried to show some kids how to handle a toboggan!

Our first Interstate "baby" at Crow Agency has now been baptized! 18 inches of water crossed over at the Custer Battlefield interchange structure where we must have dipped for a missile passageway. Traffic was detoured for a few hours. The pictures depict similar conditions 34 years ago.

WOLF POINT

During the recent construction staking seminar held in the new Wolf Point Division Soils Laboratory on January 31, 1962 with Messrs. King and Thompson presiding, the picture was taken during the course of the meeting. To some of you there will probably be some familiar faces. In conjunction with the staking seminar, a division wide all purpose seminar was held at the Wolf Point Division Soils Laboratory. All location, design and construction problems were discussed, with particular emphasis on testing and compaction procedures. In one of the pictures is G. E. (Dutch) Flemming, Division Engineer at Wolf Point relating pertinent information.

The following received their service award pins for years of State Highway Department employment: John P. Colgan, 29 years; Orville Mathiason, 15 years; Otto Hanson, 10 years; Richard (Smack) Simons, 10 years; Burk R. Taylor, 5 years.

The new Soils Testing Laboratory occupied by Wolf Point Division Soils Department, the beginning of 1962. The pictures show John Kalien, Materials Supervisor, in the office portion; Arlie Fachner, Materials Inspector, operating mechanical shaker: Murrel (Bud) Braaten, Lab. Tech. No. 2, testing for plastic index, and Wilbur Sugden, Engineering Aide II, washing samples. The soils department gang are quite proud of their new working quarters.

This unusual photo, taken in the dead of winter, shows that the job is progressing in the Wolf Creek Canyon, and Bud King's big shovel keeps working high up on the side of the canyon, peeling the wall back so that the sharp curves and narrow highway of today can be straightened and widened for the traffic of tomorrow.

The Center Line
STATE HIGHWAY DEPARTMENT
Helena, Montana

4

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